

How To: Replace the trailing arm brackets

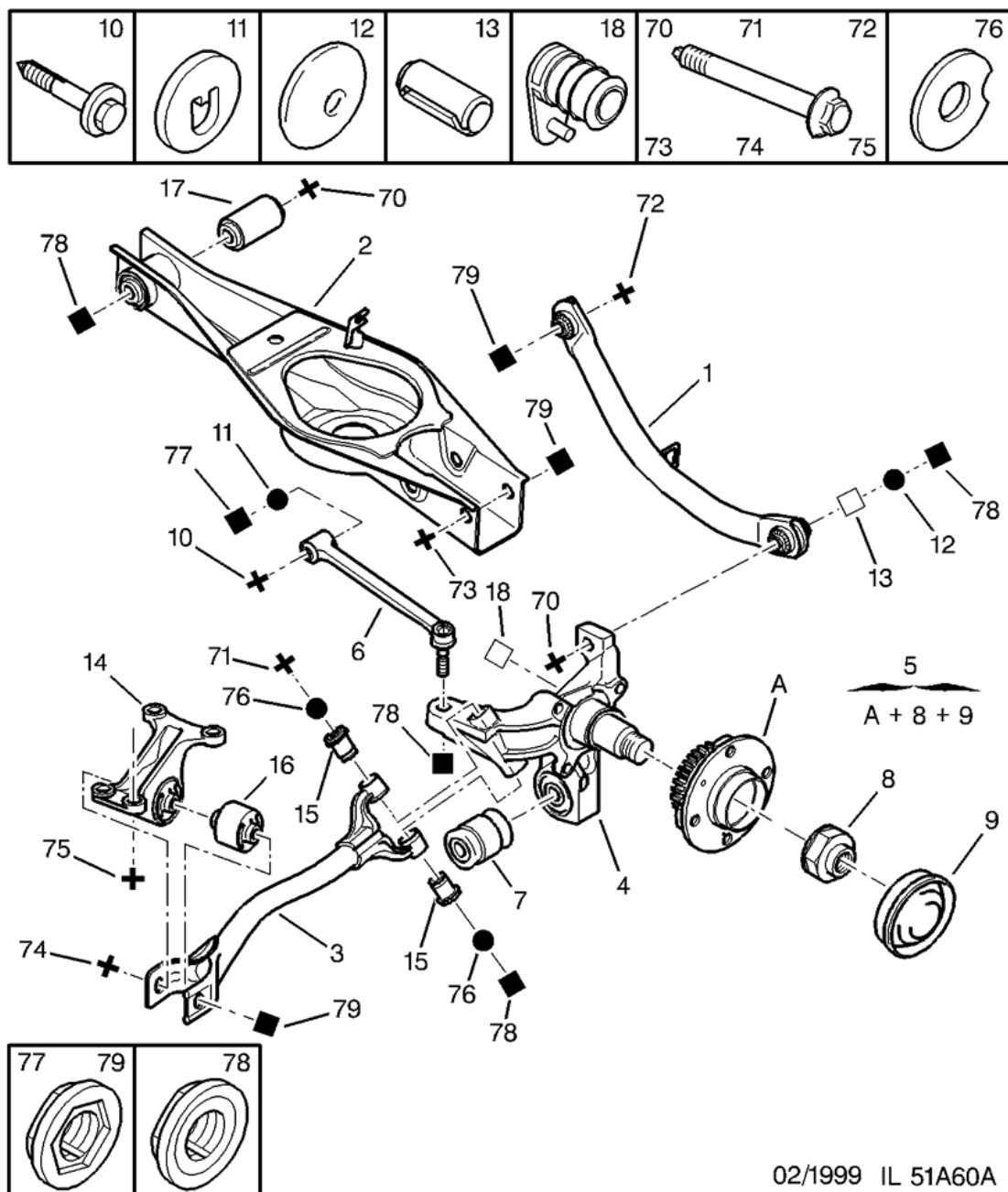
...and stop your car pulling left.

I will concentrate on the RH bracket here, the procedure for the LH one is exactly the same. The brackets are not sided.

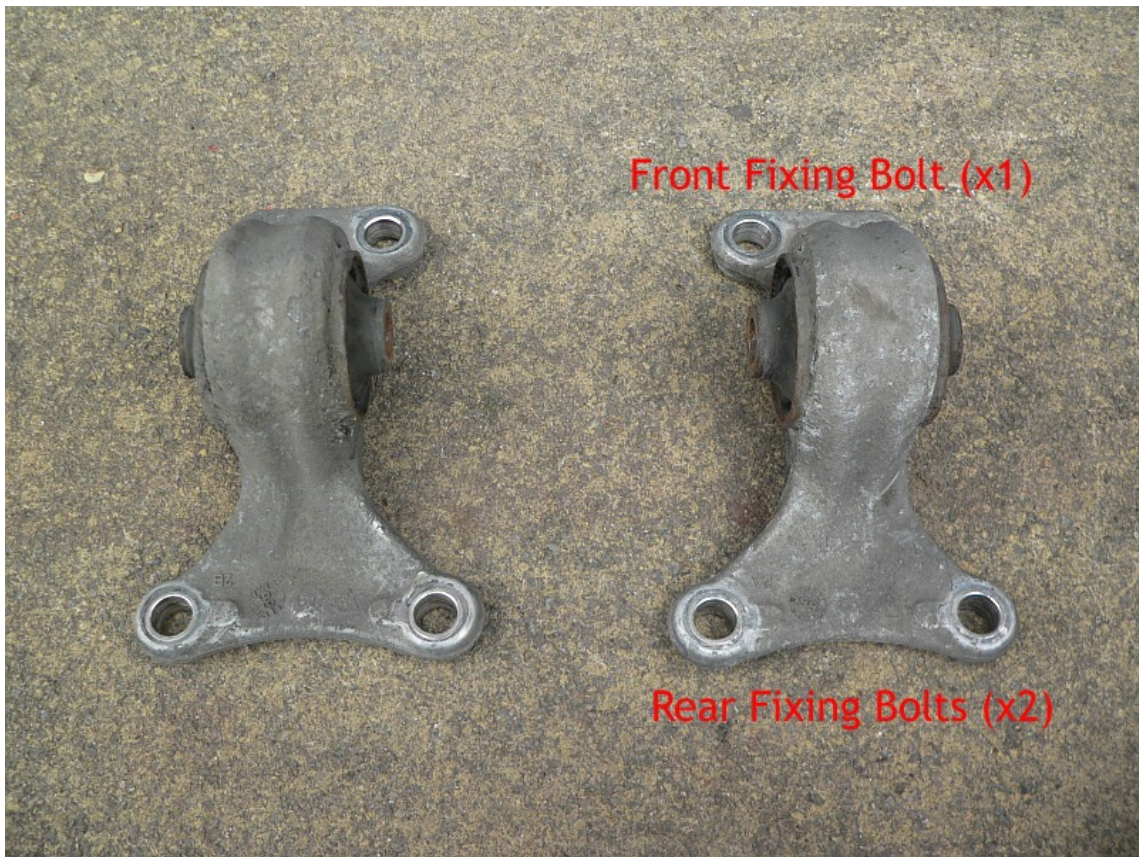
For this you will need two 21mm spanners or equivalent adjustables, and a socket set with 21mm socket. In the absence of 21mm spanners I found 7/16th Whitworth spanners do just fine. I removed the rear wheel as I did each side, but you could probably get away with leaving the wheels on if you have the elbow room (i.e. a ramp). Just make sure the car is on level ground and is in gear, the handbrake is off, and there is no unnecessary tension in the suspension components. You may need to man-handle the rear suspension components a little to get the bolt holes to line up again when the new brackets are fitted. It's up to you whether leaving the rear wheels on will give you more leverage if you need it.

You will also need 2 x part no. 5152.63 for older cars. Newer ones have slightly different codes, and are possibly more immune to the problems some of us have had with suspension geometry. My description covers the older, steel tubed trailing arm version, but I expect the newer ones are almost identical to change.

The offending items are the bushes numbered 16 in the parts diagram, here:



Item 16 is included in the purchase of item 14 (part no. 5152.63), which saves a lot of messing about trying to remove and replace the old trailing arm brackets. I bought mine from <http://www.thetrugoutshop.co.uk>

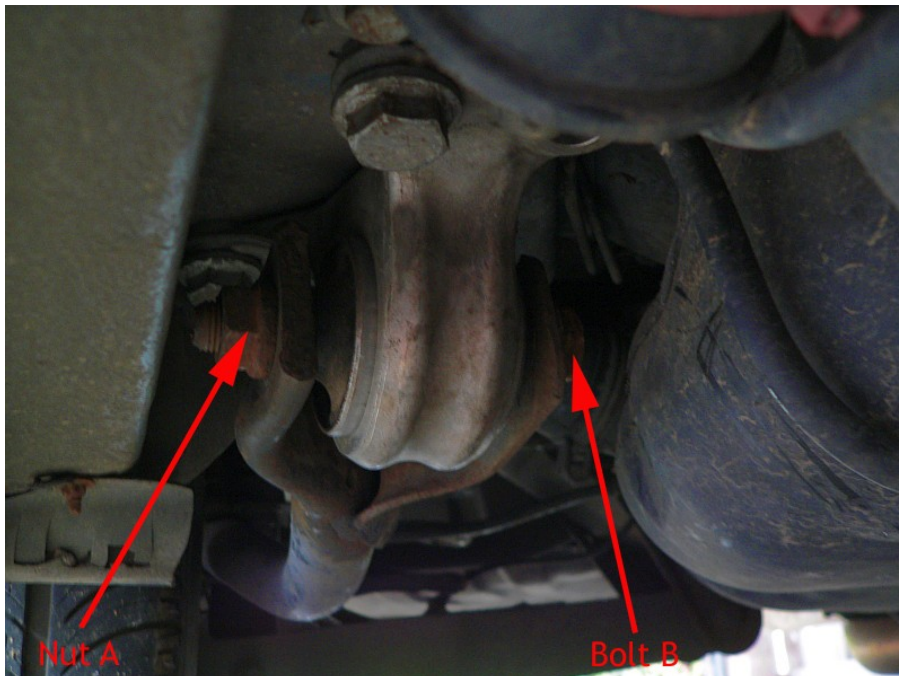


Front Fixing Bolt (x1)

Rear Fixing Bolts (x2)

You can see in this image which side they are from. Of the two forward bolt holes, only the one nearest the outer edge of the car is used (the one nearest the sill). My old ones are labelled Kleber on the rubber - the new ones are Michelin (the Peugeot part no. for item 16 has changed since the image above, possibly to reflect the use of Michelin rubber).

Here is the RH bracket in-situ:

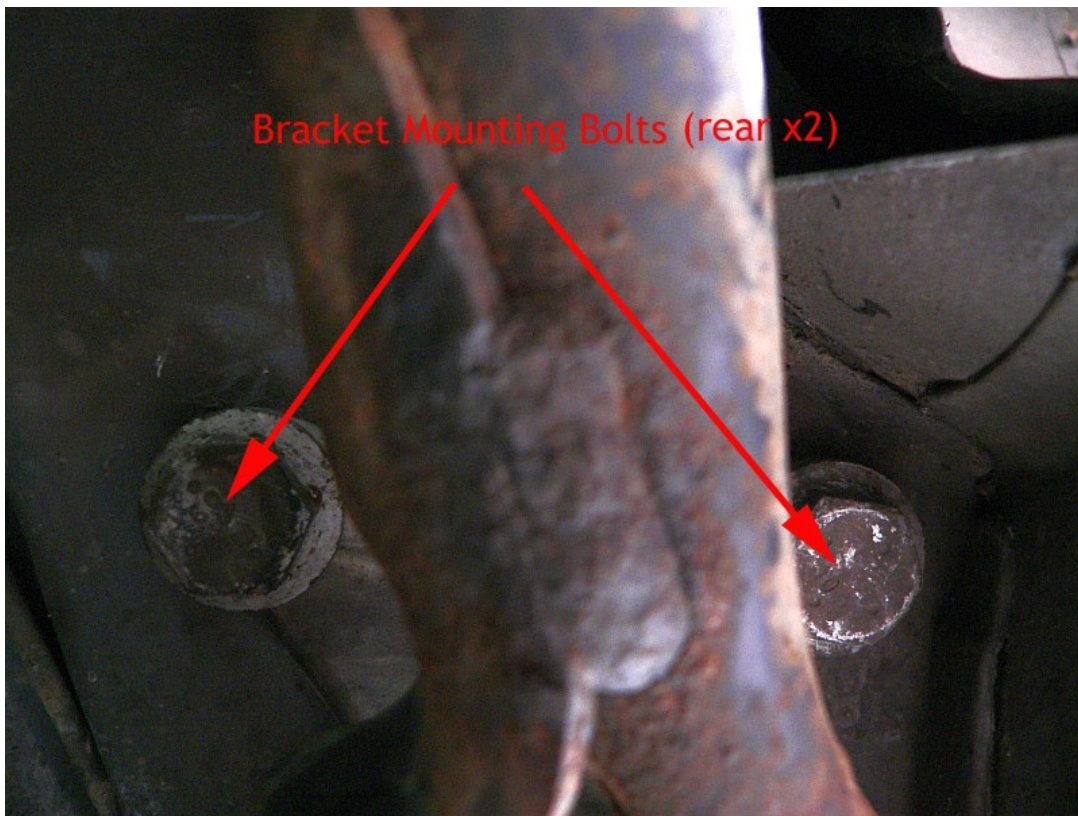


Nut A

Bolt B

To start the change over you will need to undo the nut (A) from the bolt (B) with the pair of spanners. The bolt cannot yet be removed as the fuel tank is in the way, but you must slacken these off now because you stand no chance of undoing the nut if you detach the bracket from the chassis first, as everything flops about loosely and you'll have no leverage. This nut/bolt is VERY tight.

Next you need to undo the bracket bolts with the socket. I needed a short extension from the 1/2inch-drive set to reach. If I was using the 3/8inch-drive set I have I would probably need the long extension. The front bolt can be seen at the top of the picture above, and the rear two are visible in the pic below. All are easily accessible, if a little hard to spot until you know exactly where they are:



Bracket Mounting Bolts (rear x2)

If you've made sure there is no unnecessary tension in the rear suspension components, these bolts should come out quite easily. Mine weren't even especially tight. The trailing arm will then drop downwards and towards the centre of the car slightly. At this point you can withdraw the bolt through the arm and bush, and the bracket should just come clean away.

Wiggling the trailing arm about at this point should give you a basic indication of whether the two rear bushes (no. 15 x 2 in the catalogue image above) are worn/soft/hard etc., and give you something to compare with when you do the other side.

Fitting the new bracket is simply the reversal of removal. Make sure you feed the bolt through the arm/bush first (after applying a little grease to the shank of the bolt - I used copper grease). Make sure you get the threads started on all three mounting bolts before starting to tighten them up, to avoid one taking more strain than the others. The bolt holes in the bracket aren't the tightest fit around the bolts. Also make sure you nip them **all** up finger tight first, before tightening them up fully, to make sure the bracket is seated squarely and evenly.

This job took me 45 mins for the pair (not counting the 2 hours in the middle waiting for the rain to ease off).

This has given me a handling gain, as the rear end is now a **lot** tighter and more responsive, and less skittish over bumps. It has also got rid of the dreaded pull-to-the-left that has dogged the car since I bought it.